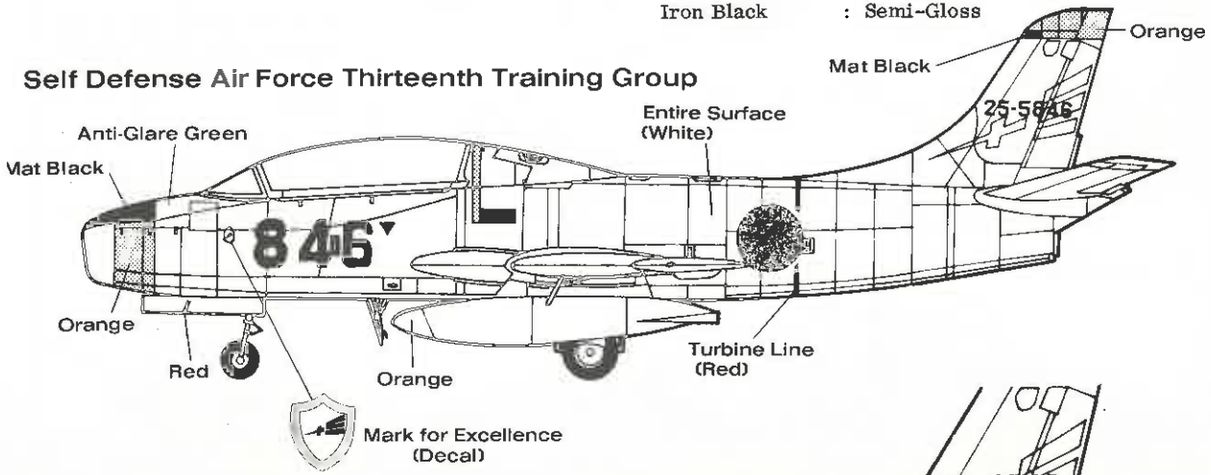
Marking & Coulor Painting Guide

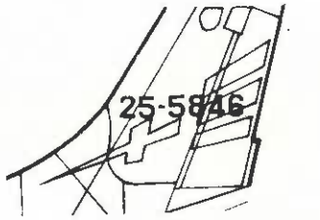
The great majority of the Self Defense Air Force crafts, other than the acrobatic planes, is unpainted. Fuji T-1, stationed at Gifu Air Base, is unpainted, but that at Ashiya Air Base is painted white (gloss) to prevent from salt damage.
The interior of the aircraft is painted gray, nose and wing tip luminous orange. The paint used for the nose is anti-glare paint.

COLORS (Use pait for plastic.)

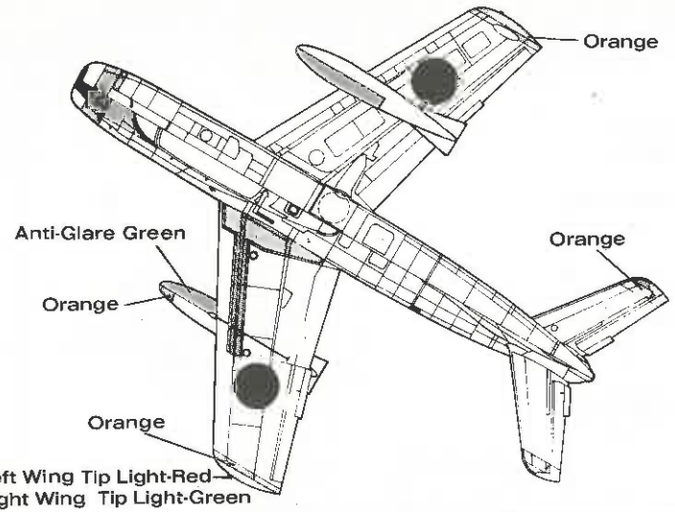
White	:	Gloss
Orange	:	Yellow + Red (slight), Semi-Gloss (Luminous Orange)
Anti-Glare Green	:	Green + Yellow + White + Black (slight), Mat
Silver	:	Semi-Gloss Silver
Chrome Silver	:	Gloss, Use Enamel Paint
Mat Black	:	Mat Black
Iron Black	:	Semi-Gloss

Self Defense Air Force Thirteenth Training Group

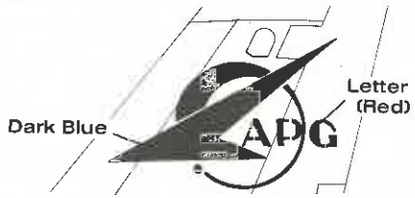




Thirteenth Training Group Mark



(Marking Reference Drawing)



APG (Air Proving Group) Mark

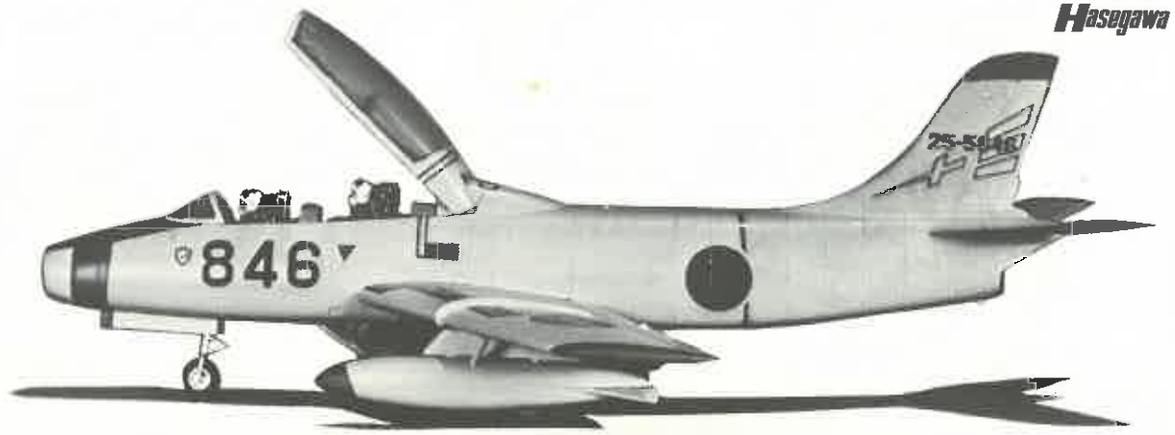
Entire Surface... Unpainted, duralumin base color
Serial Numbers.. 05-5810, 15-5827, 25-5857

1/72 Jet Aircraft Series

1/72 T-33A
1/72 F-86F Sabre
1/72 F-104J Starfighter

Printed in Japan

Hasegawa

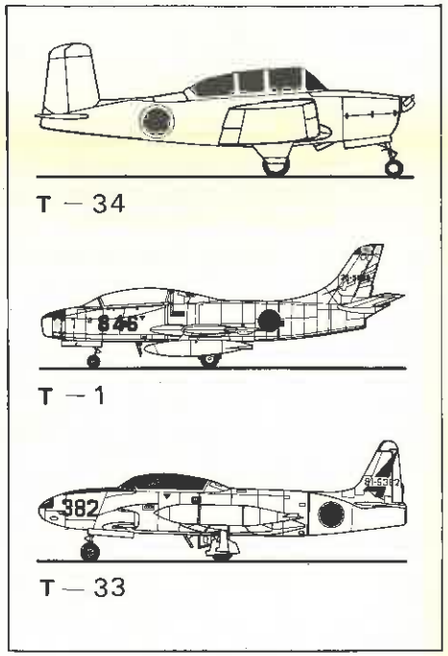


FUJI T-1A

Japan Self Defense Air Force Trainer

1/72 Scale Series Kit No. JS-58

Fuji T-1A was the first jet aircraft produced in Japan after the World War II. Replacing the North American T-6, this trainer was developed by Fuji Juko as an intermediate trainer. The maiden flight for the first craft was carried out on January 19, 1958 and a total of 64 was produced to this date... 42 T-1A and 22 T-1B... for the Self Defense pilot training. The great majority of the T-1 are assigned to the Thirteenth Training Group at Ashiya Airbase and its performance and reliability is favorably received by the pilots.
In 1955, Japan Self Defense Air Force expressed the need of a new intermediate training aircraft. Shin-Mitsubishi, Shinmeiwa Kogyo, Kawasaki Aircraft and Fuji Juko responded, but Shin-Mitsubishi was forced to decline due to their concentration in the production of F-86F. After stiff competition by the other three firms, Fuji Juko swept-back wing trainer was accepted. 3 models aircraft was ordered in July 11, 1956 and it was to be equipped with J3 engine, which was the improved model of the Japan's first developed engine JO-2, but was not ready and for that reason the trial aircraft was equipped with the imported English Bristol Orpheus engine. Owing to the unavoidable circumstances on the J3 engine production, the aircraft was equiped with the Orpheus engine and as Style T-1A 42 was delivered to the Self Defense Airforce up to 1962. The T1F1 craft was equipped with domestic produced J3 engine and was first flown in May 17, 1960, and since then designated as T-1B, and 22 crafts was delivered. The features on the T-1 is that the existing parts and domestic production facilities were considered and consequently many common parts from the T-33 and F-86 are used. The T-1, stationed at the Ashiya Airbase, is painted white to prevent the rusting caused by the sea breeze.



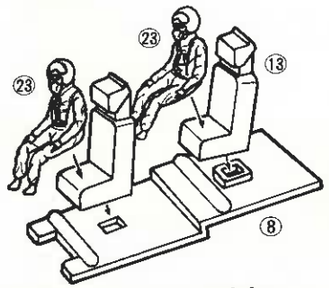
DATA

Crew	:	2	Gross Weight	:	4,150kg
Overall Width	:	10.5m	Maximum Speed	:	Mach 0.85
Overall Length	:	12.1m	Cruising Speed	:	610km/9,150m
Overall Height	:	4.1m	Ceiling	:	14,400m
Engine	:	BS Orpheus 80506 (Engine Power Output for 1 Engine 1,800kg)	Flight Range	:	1,950km

HASEGAWA SEISAKUSHO CO., LTD.

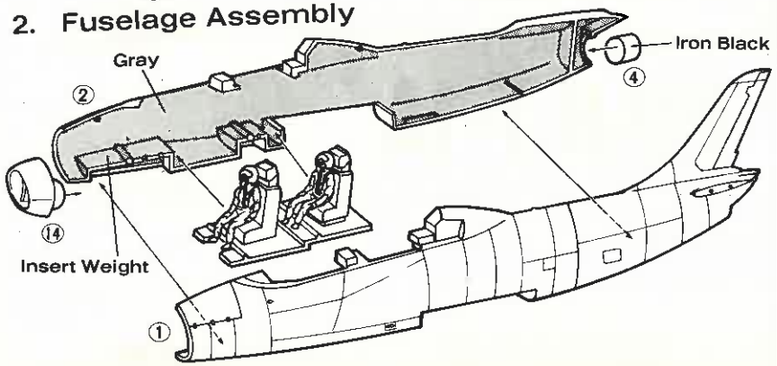
No.1193-2, Yagusu, Yaizu
Shizuoka, (425) Japan

1. Cockpit Assembly



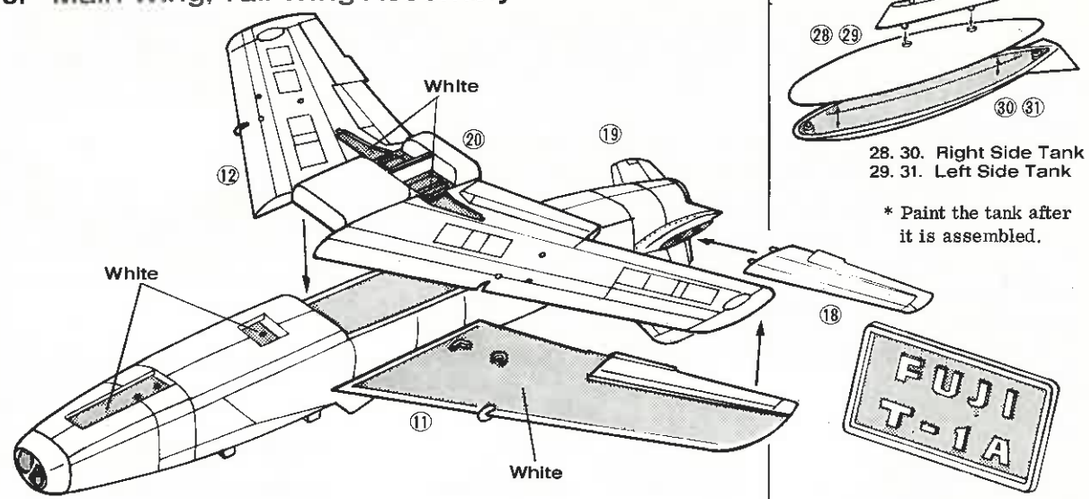
* Painting the Pilot
  - Suit..... Orange
  - Helmet..... White
  - Sunglass..... Dark Blue
  - Boots..... Black
  - Oxygen Mask... Silver
* Cockpit Floor.... Gray
* Seat..... Gray
  - Head Rest..... Dark Red (Red + Dark Blue)

2. Fuselage Assembly



* Install the cockpit floor and exhaust pipe (4) before cementing the fuselage left (1) and right (2) together. Fit the air intake (14) to both side of the fuselage after the fuselage is cemented together.
* Insert some 3 grams weight of oil-clay or pebbels into the nose, and settle it with celo-tape.

3. Main Wing, Tail Wing Assembly

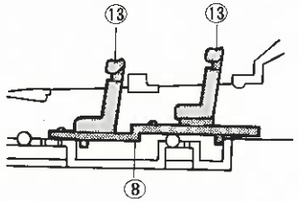


* After the bottom side of the main wing (20) is cemented to the fuselage, cement on the top side (11) and (12).

For the Best Results, Read This First

* Be sure to compare the parts with the assembling drawing and follow the instruction.
* Do not tear off the parts from the stem, but cut them off carefully with nippers or tinsnips.
* Unless instructed, use semi-gloss or mat finish paint for plastic.

Cockpit Floor Installation Drawing



* Refer to the above drawing and cement at the designated places.

Auxiliary Fuel Tank Assembly

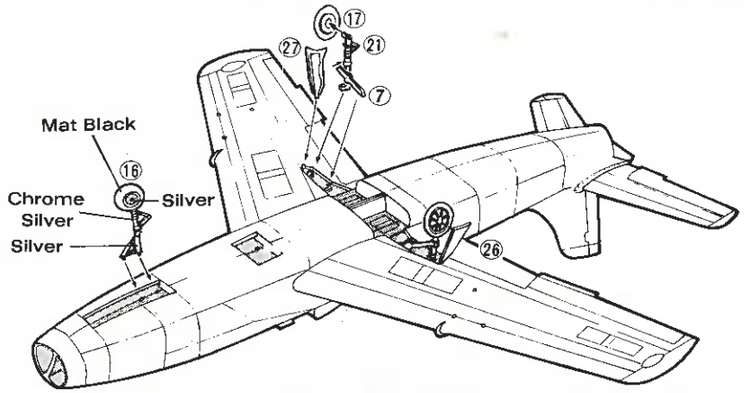
28. 30. Right Side Tank
29. 31. Left Side Tank

* Paint the tank after it is assembled.

Painting the Name Plate

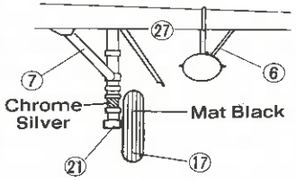
* It is effective by painting the letter so that it becomes embossed.

4. Main Landing Gear Installation



* Install the right side like the left side. After cementing the landing gear (21) to the main wing, fit on part (7).

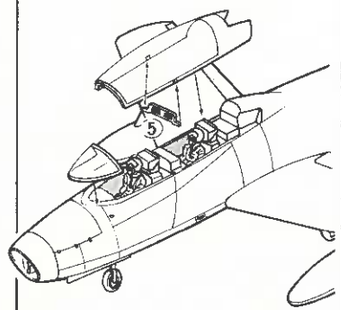
Wheel Installation Reference Drawing (left side)



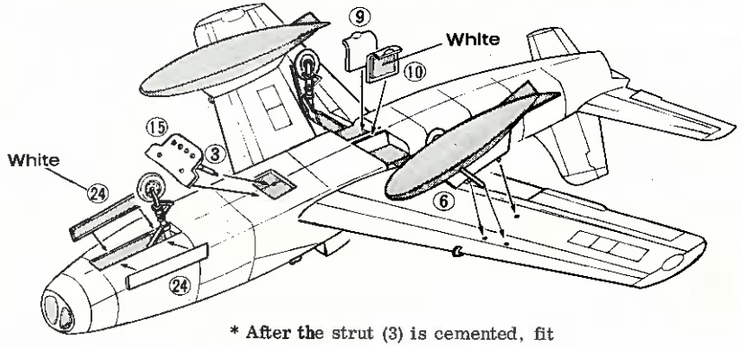
* Paint the oblique line on the landing gear (21) chrome silver, and the other section silver.

Canopy Installation

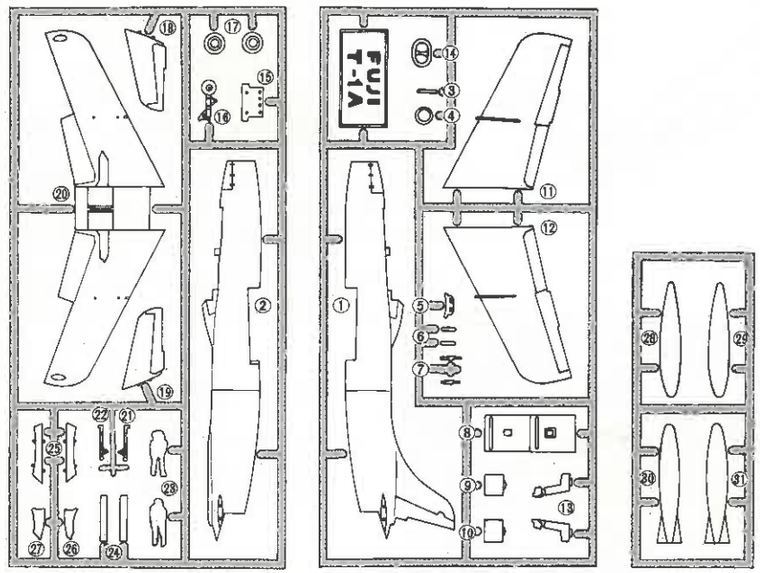
* Paint the oblique line, on the canopy frame, white.



5. Auxiliary Fuel Tank Installation



* After the strut (3) is cemented, fit the airbrake (15) to the fuselage.



Parts

1. Fuselage Left
2. Fuselage Right
3. Air Brake Strut
4. Exhaust Pipe
5. Canopy Inner Frame
6. Auxiliary Fuel Tank
7. Main Landing Gear Strut
8. Cockpit Floor
9. Main Landing Gear Door Left
10. Main Landing Gear Door Right
11. Main Wing Top Right
12. Main Wing Top Left
13. Seat
14. Air Intake
15. Air Brake
16. Nosewheel
17. Main Landing Wheel
18. Tail Wing
19. Tail Wing
20. Main Wing Bottom
21. Main Landing Gear Left
22. Main Landing Gear Right
23. Pilot
24. Nose Wheel Door
25. Pilon
26. Main Landing Gear Door Right
27. Main Landing Gear Door Left
28. Auxiliary Fuel Tank Right
29. Auxiliary Fuel Tank Left
30. Auxiliary Fuel Tank
31. Auxiliary Fuel Tank